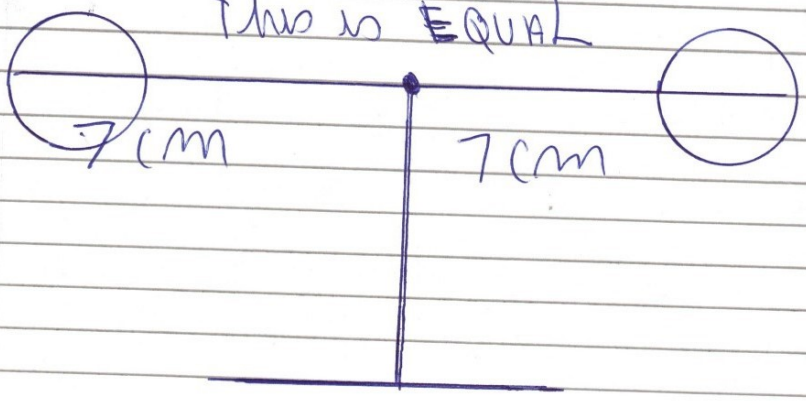
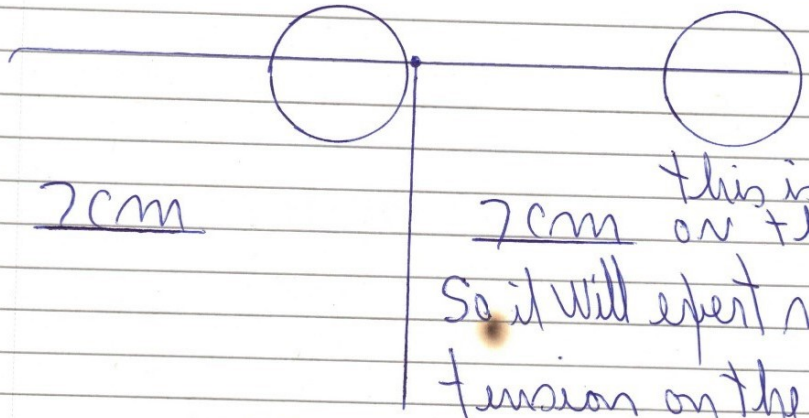
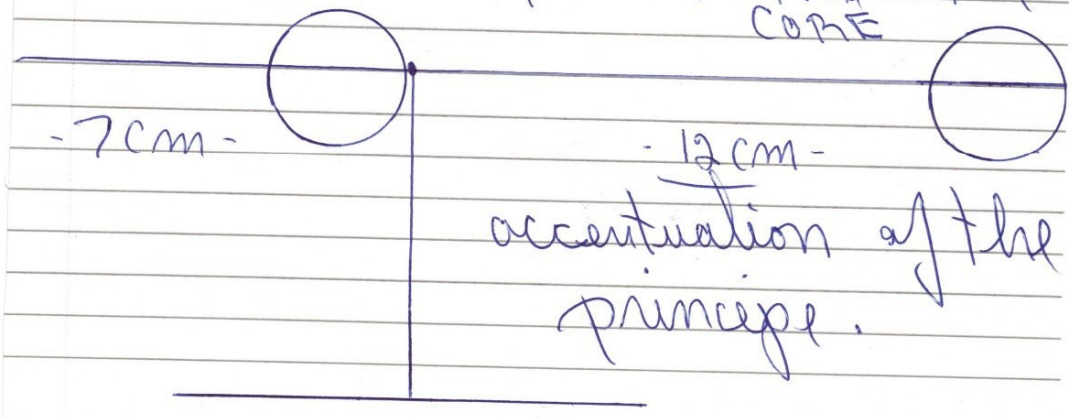
Chapter 1;

Design no 1 PAGE (1)

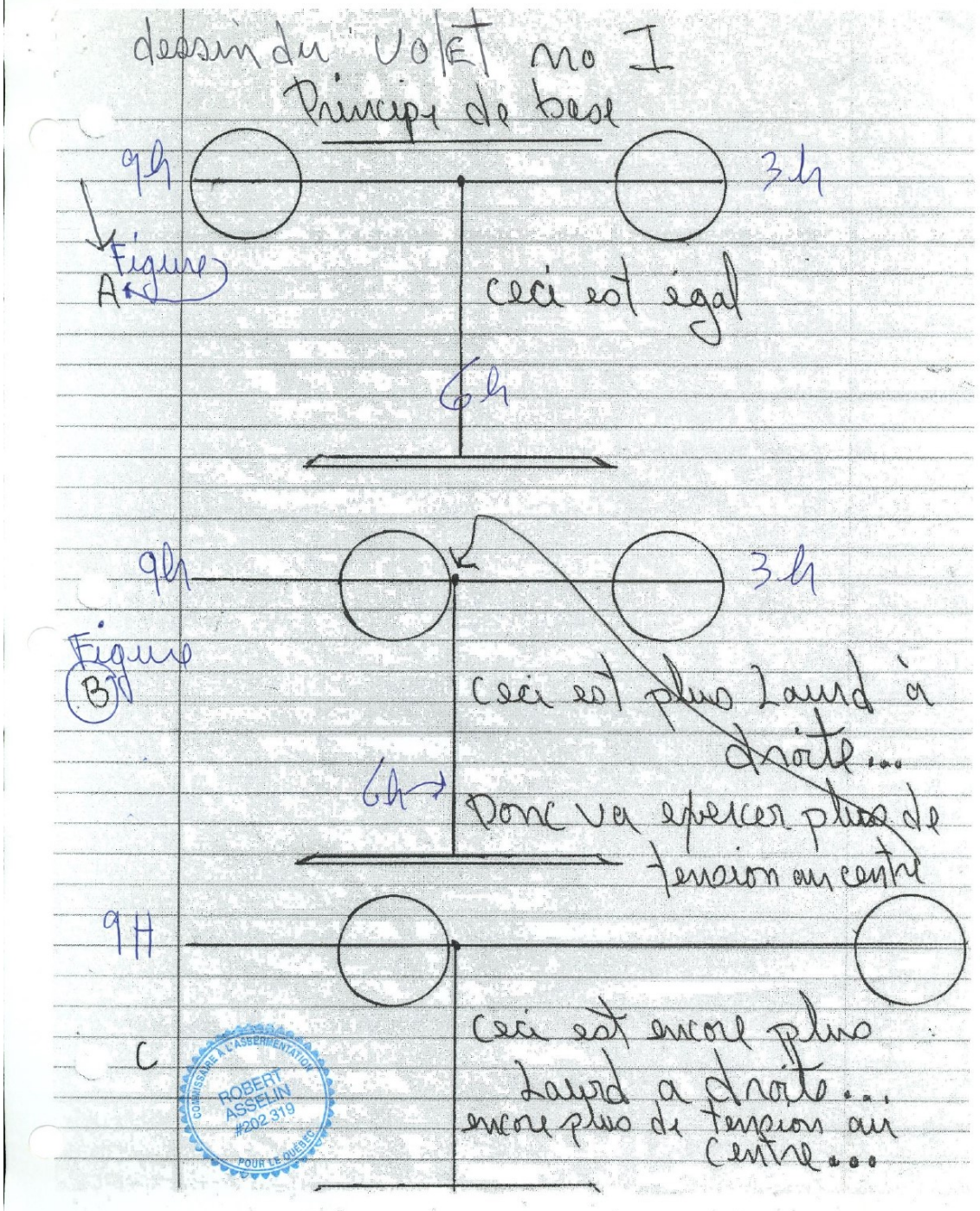
Basic Principle







accentuation of the principe.


dessin du VOLET no I
Principe de base
9h
3h
Figure A
ceci est égal
6h
9h
3h
Figure B
ceci est plus lourd à droite...
6h
donc va exercer plus de tension au centre
9H
C
ceci est encore plus lourd a droite...
encore plus de tension au centre...
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#202 319
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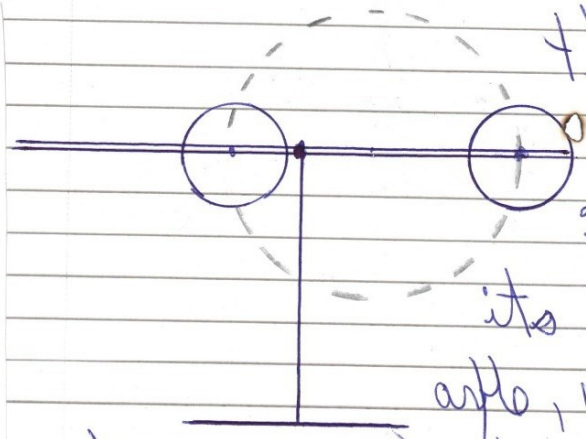
CHAPTER 2: The 360-Degree Spatial Path (In reference to Drawing No. 2

)Based on the original principle, if we want our axle to complete a full 360-degree rotation while maintaining the mechanical advantage, the masses cannot follow a conventional circular path

.Drawing No. 2 precisely indicates the trajectory through which these masses must obligatorily pass. This closed geometric spatial path guarantees that, throughout the entire rotation, the masses describe an eccentric orbit to return exactly to their original horizontal starting position at 9 o'clock and 3 o'clock

Based on the foregoing, if we were to perform a complete 360° rotation starting from the horizontal position, that is, the 9 and 3 o'clock position, so that these masses return exactly to their starting position at 9 and 3 o'clock after their complete revolution, we would proceed as follows:



Thus, we can clearly see where these 2 masses, each on its own side of the axle, will necessary have to pass in order to return to their starting position at 9 and 3 o'clock

CHAPTER 3:

Resolving Cycle Continuity (In reference to Drawing No. 3)

The Inventor's Intention:Following a careful observation of Drawings 1 and 2, the primary objective is simply to replicate this kinematic trajectory constraint while making it fully autonomous and self-redundant.

Indeed, when looking at Drawing 2 as if it were a clock face, one realizes—even if it is not explicitly indicated—that this single axis and its two masses can never advance further than the 27- or 28-minute mark.

This is precisely where Drawing No. 3 simply resolves this mechanical deadlock.

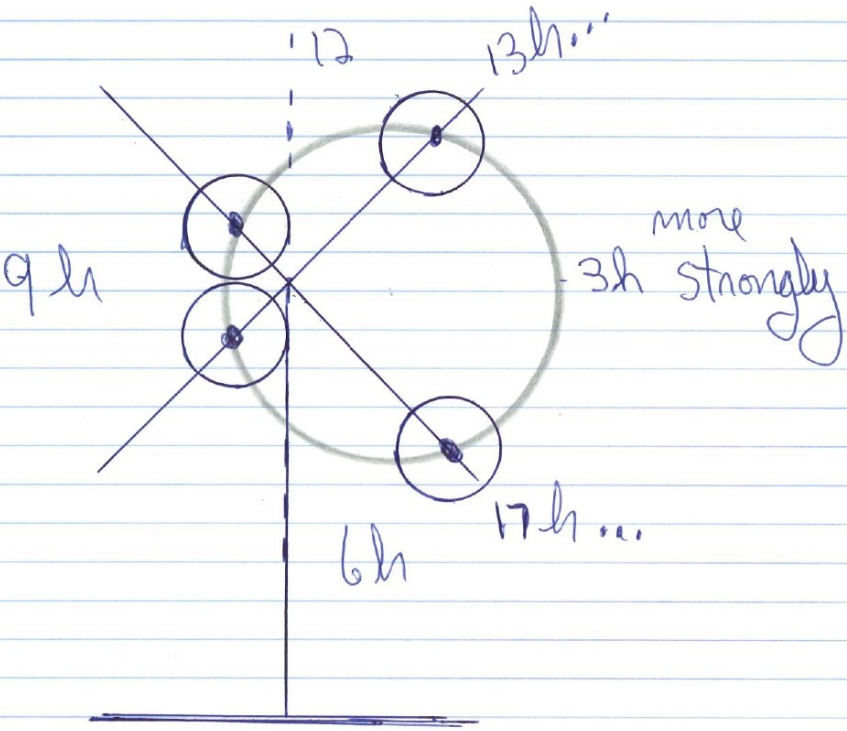
The device integrates a second axis equipped with its own two masses, positioned perpendicularly on the same shaft or hub (see Drawing No. 3).

This perpendicular positioning of the axes provides the necessary redundancy to cross that critical 28-minute mark, guaranteeing and ensuring the continuity of the cycle while constantly capturing the driving force at the center.

(3) Drawing no (3)

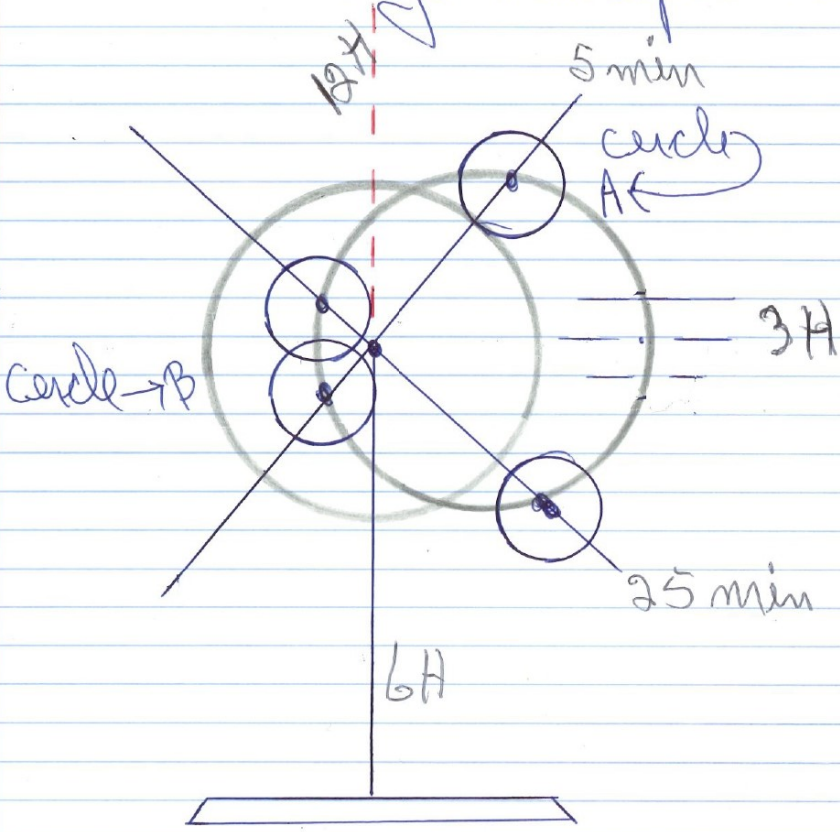
now 2 AXES 4 masse...

this will give us this overall configuration of élément mutually connected to the AXE and obviously rotating to the Right more strongly



(4)

Objet Principal 9309



AS you can see, this drawing is the same as drawing no - 3 except for the two drawn circles, you can see the trajectory OF OUR APPLIED

4.5

stress, and when you take this same circles and move it to the left until the hub center coincide, you then notice two crescents. the one on the right shows were the gain start arown 4 minutes, peaks at 15 min and fade arown 27 minute in drawing no 4, while the left crescent show where the decrease start, where it Peak, and when it Fades. the very geometry of this kinematic indicat its redundancy.

Chapter 5

(5)

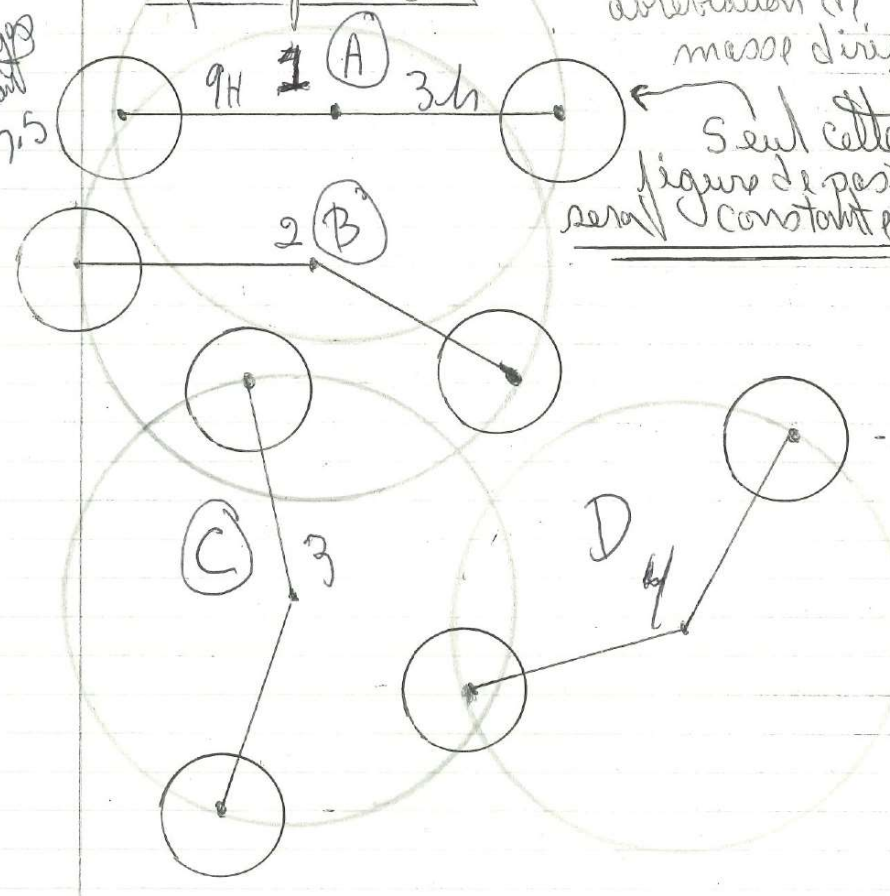
Vue de Profil

Simple - D-M (P-5)

- principe du DM -

7 pages
excluant
6.5 et 7.5

abréviation de
masse diriger



Seul cette
figure de position
sera constante

ainsi 2 masse peuvent être
configurer de maniere a ne
devoir passer que dans un
cercle prédéterminer

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CHAPTER 5 (PART 2): Principle of Dynamic Guidance for Masses designated as DM (D for Directed or Direction, M for Mass)

The Fundamental Question:

How can two independent masses be constrained to move and follow a precise geometric rotational trajectory through mechanical constraint?

The answer lies in a great simplicity, illustrated by the profile view of the NEXT Drawing No. 5.

The DM Principle: This section officially introduces the concept of Directed Mass (DM).

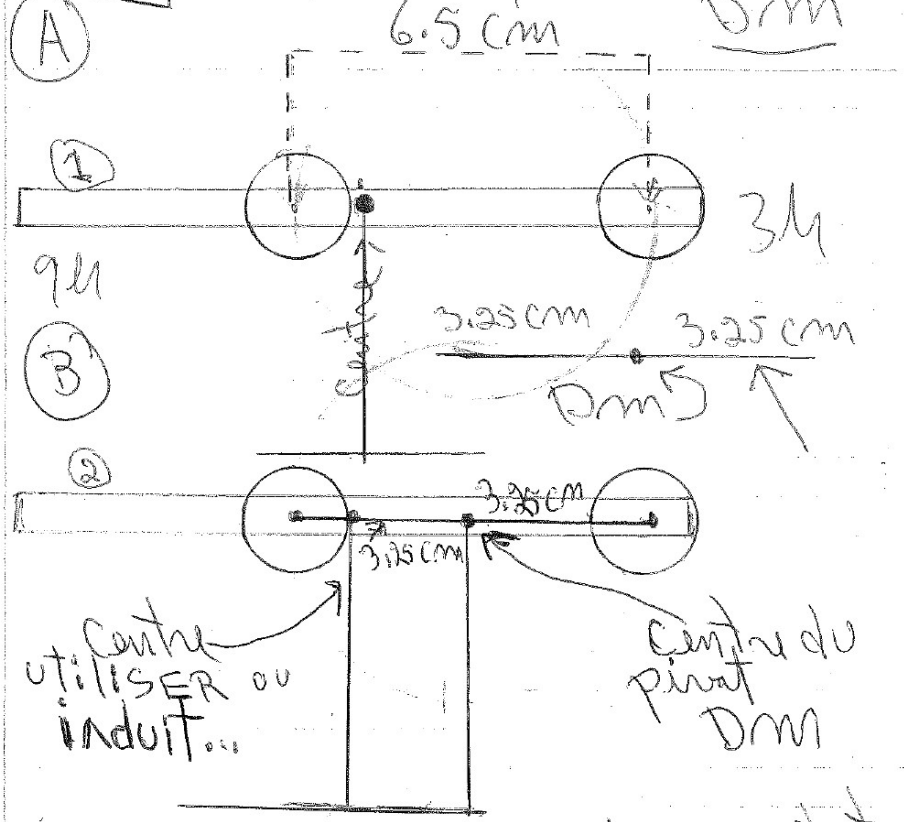
Two distinct masses are configured and articulated in such a manner that they can only circulate within the strict limits of a predetermined circle.

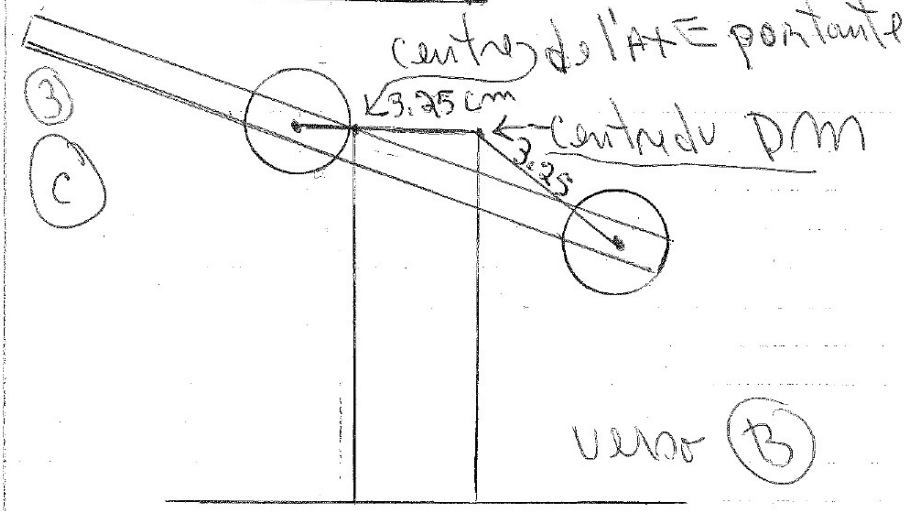
Analysis of Positions (A, B, C, D): The diagrams present the initial geometric configurations of the system during a rotation.

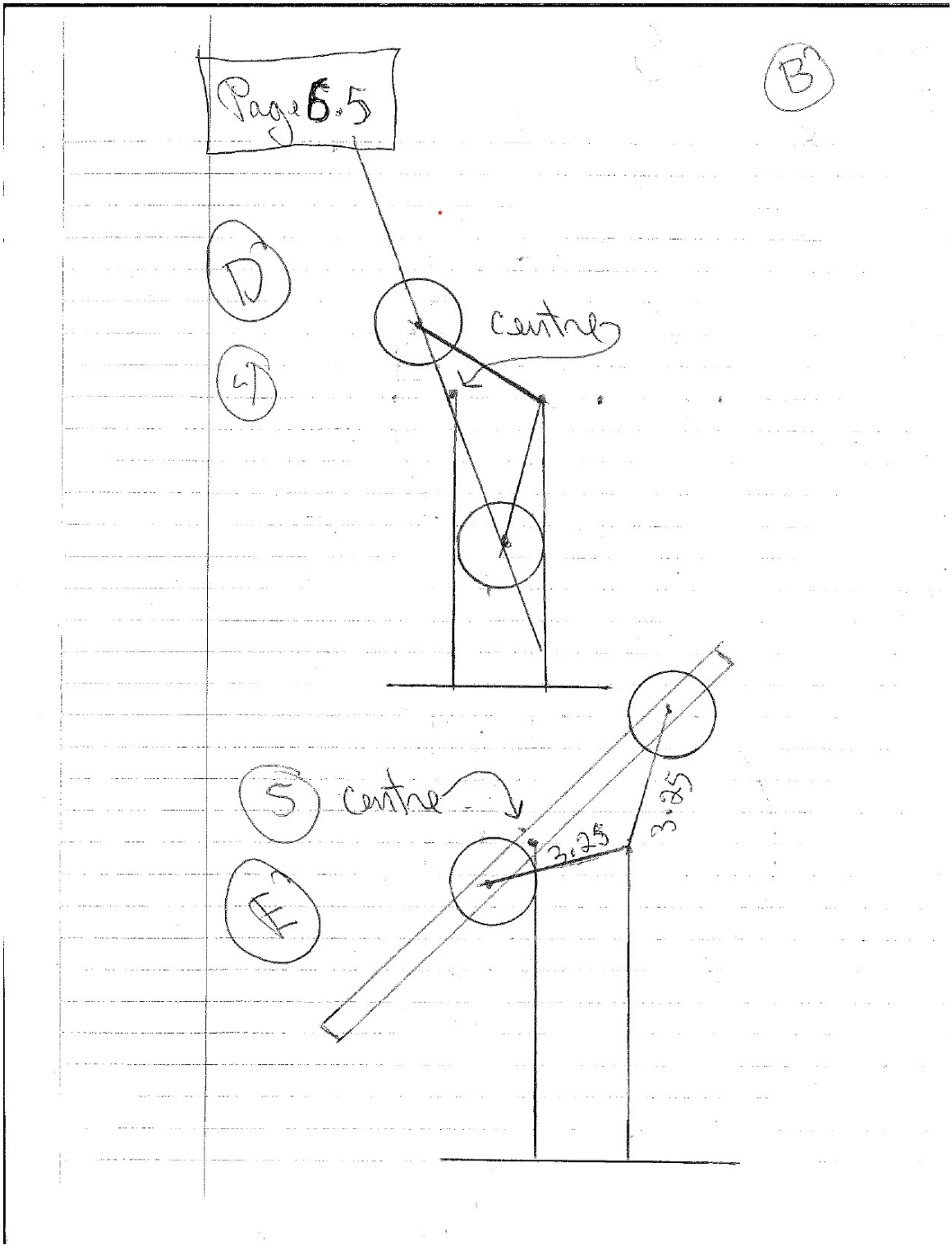
This profile modeling serves as a technical foundation to analyze the behavior of the masses and the lever arms of the DM.

Page 6 utilisation + positionnement du DM

A






Page 6.5
B
D
centre
C
S
centre
3.25
3.25
E

CHAPTER 6:

Practical Application of our Previous Observations and Installation of the DM (In reference to Drawings No. 6 Recto & Verso)

The Proof of Operation: These plates demonstrate the practical application of our previous observations by installing the DM mechanism directly attached to the masses.

The various positions prove, with great mechanical simplicity, that the DM guidance principle successfully constrains the trajectory.

The Lever Arm Paradox (However, applying the system in this manner would result in severe continuity issues, and for good reason...):

Starting from position C, the DM lever arm partially sustains and supports the descending mass on the right.

Instead of producing the expected central torque from its maximum displacement, this mass has its gravitational force neutralized because it is partially held by the DM lever itself.

This phenomenon recurs in position E, where the upper-right mass is also partially supported.

Central Torque Cancellation: The critical deadlock is reached in position D. In this configuration, one of the masses is completely suspended and carried by the DM arm.

The lever arm thus cancels any performance expectation by

preventing the weight of the mass from transferring to the central hub, exposing the kinematic dead-end of a rigid, direct coupling.

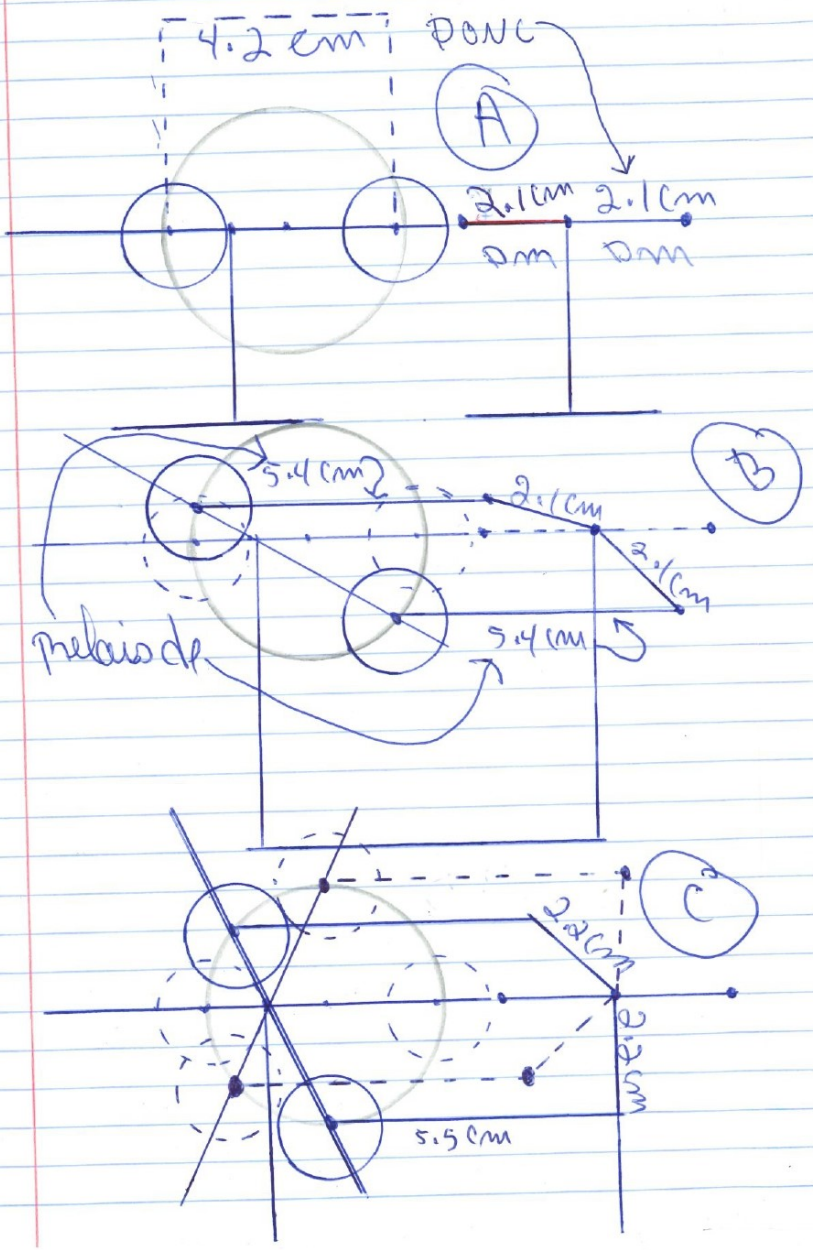
The Resolution Perspective:

But the great news is that, precisely because of this obvious deadlock, we can quite easily foresee the resolution of this impasse.

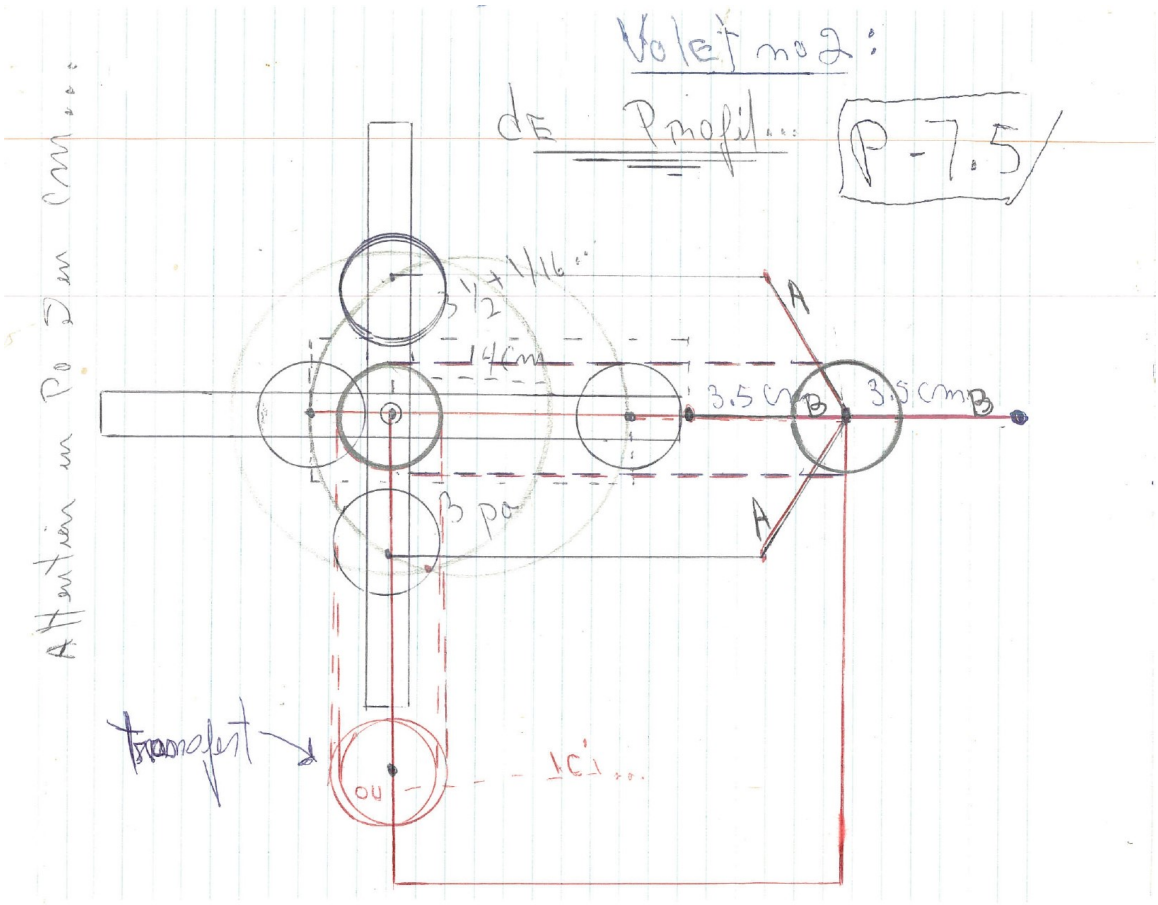
It is specifically the resolution of this mechanical constraint that will materialize the ultimate purpose and full success of this invention.

page 7 / tassement du DM

8 cm

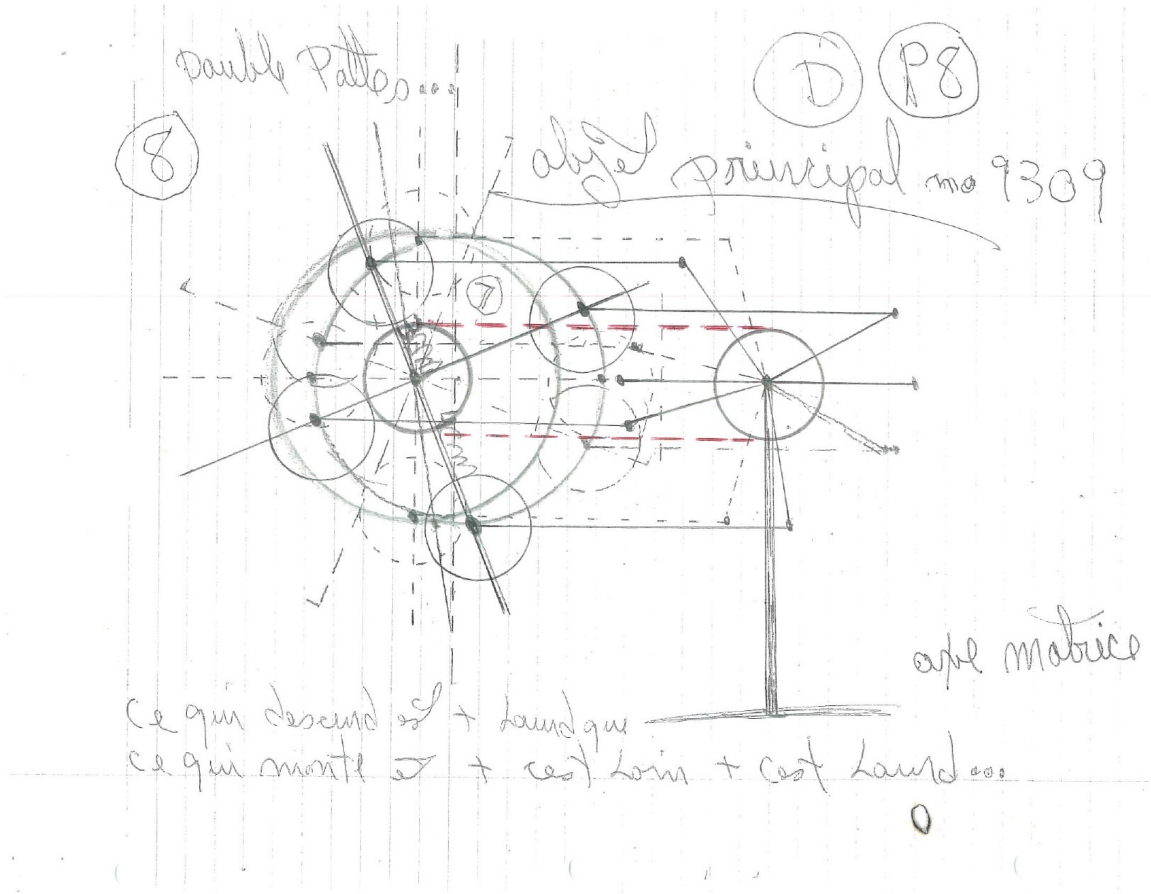


CHAPTER 7: The DM Displacement and the Introduction of the Mechanical RelayThe Technical Intention: Since we observe the previous kinematic deadlock where the DM inadvertently supports the load, the strategy consists of radically modifying its geometric implementation. The action consists of shifting and tightening the DM toward the right, reducing the overall center-to-center distance to 4.2 cm with 2.1 cm spans on figure A.The Introduction of the Relay: Relative to the exact value of this displacement, the created distance is filled by inserting an articulated mechanical relay (measuring 5.4 cm to 5.5 cm on figures B and C). This relay forms the direct junction between the displaced DM lever arm on the right and the center of its attached mass.The Absolute Solution: This is precisely where the solution lies. By displacing the DM to the right, the created distance is filled by this articulated relay between the DM lever arm and the center of its mass. Above all, this relay, by virtue of its permanent horizontality, will never support the masses it attaches and constrains. By eliminating any passive suspension effect, it allows the full weight of the masses to apply their entire gravitational force directly onto the central hub.



CHAPTER 8: Cyclical Continuity and Safeguarding the Gravitational PathThe Continuity Resolution: Having definitively resolved the issue of supported masses in the previous chapter, this section delivers the final solution to the continuity problem. Just as with the earlier Drawings 3 and 4, the continuity of the cycle requires a configuration of two axes perpendicularly positioned on the same hub, featuring four masses constrained by the DM. This drawing immediately illustrates this global and synchronized

operation.The Chain or Belt Linkage: On this diagram of two axes perpendicularly positioned on the same hub, a sprocket is visible at the central structural pivot, and a second sprocket is located at the displaced pivot center of the DM. Linked together by a chain or a belt, these two sprockets operate strictly in pairs. This coupling ensures that the mechanism cannot realistically reverse without requiring an excessive amount of energy.Gravitational Safeguarding: This direct mechanical linkage locks and safeguards the gravitational path of the masses. By making their falling or kinematic dropping structurally impossible, the system maintains a smooth and constant forward movement. This technical and security architecture will be repeated even more explicitly in the next Drawing No. 8.



CHAPTER 9: Materialization of the Asymmetric Torque (Primary Object No. 9309)

The Verified Gravitational Asymmetry: This drawing definitively validates the fundamental mechanical law of the system:

"what goes down is heavier than what goes up" because "the

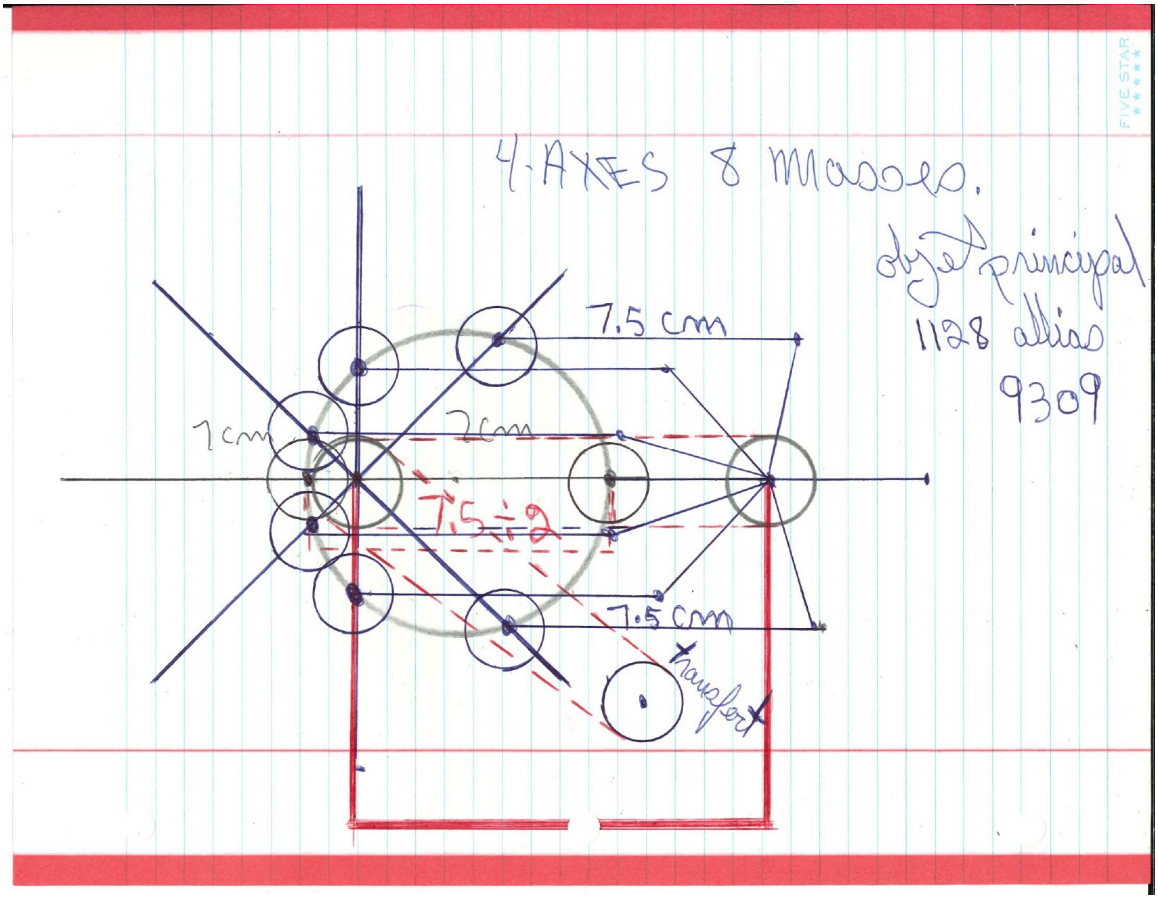
further it is, the heavier it gets." The path of the masses is simply constrained geometrically by the DM to ensure this asymmetry.

The Two-Legs Analogy and Continuity: The continuity of the complete 360-degree cycle is ensured by the double axis.

Just as a human being absolutely needs two legs to walk and advance on Earth through gravity from point A to point B, this concept uses its two axes (four masses) as two indispensable legs to function.

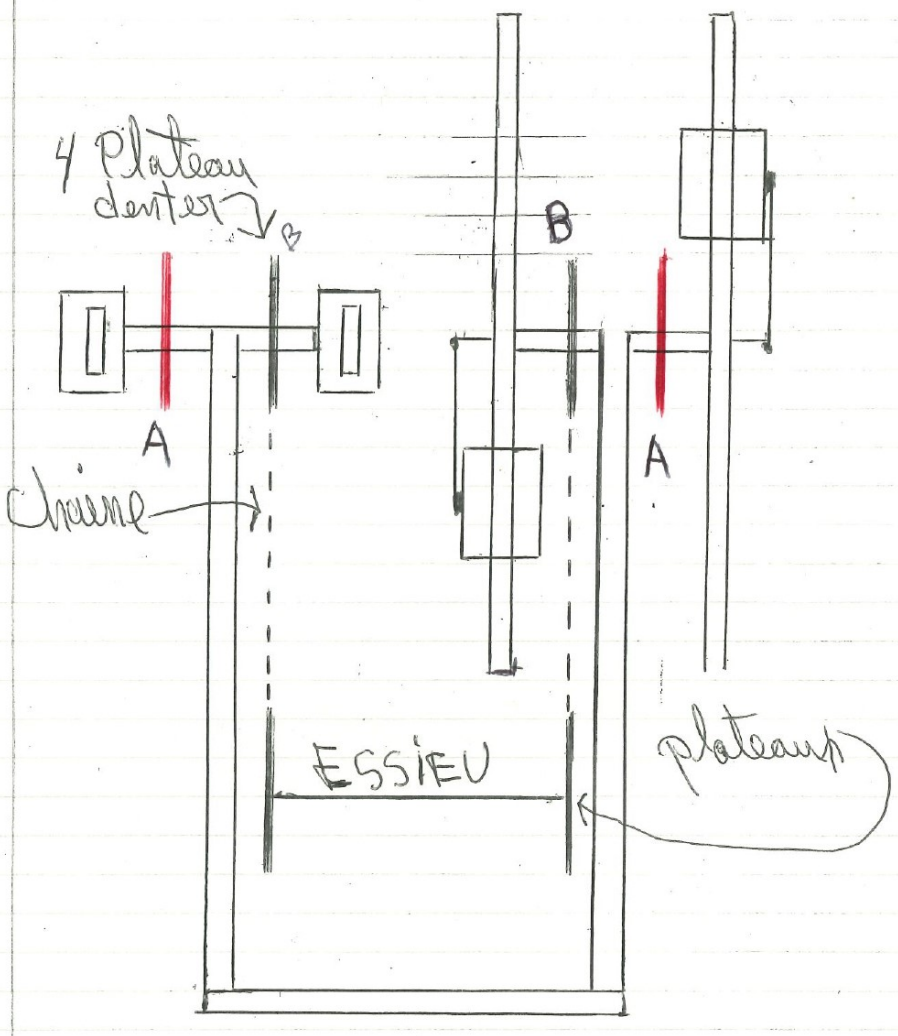
That is to say, starting at 9 o'clock and 3 o'clock, and ending at 9 o'clock and 3 o'clock; but because of this, the mechanism can never finish or come to a stop at 9 o'clock and 3 o'clock—it is incapable of doing so.

The Binary Progression: By this law of geometric proportionality, with 2 axes (4 masses) working, it goes without saying that 4 axes (8 masses), 8 axes (16 masses), 16 axes wide with its 32 masses, etc., work equally well. Binarily, we produce the necessary and sufficient driving force for all of our needs, and even more...


4. AXES & Masses.
object principal
1128 allias
9309
7.5 cm
7 cm
2 cm
7.5 ÷ 2
7.5 cm
transfer

dessin N° 9

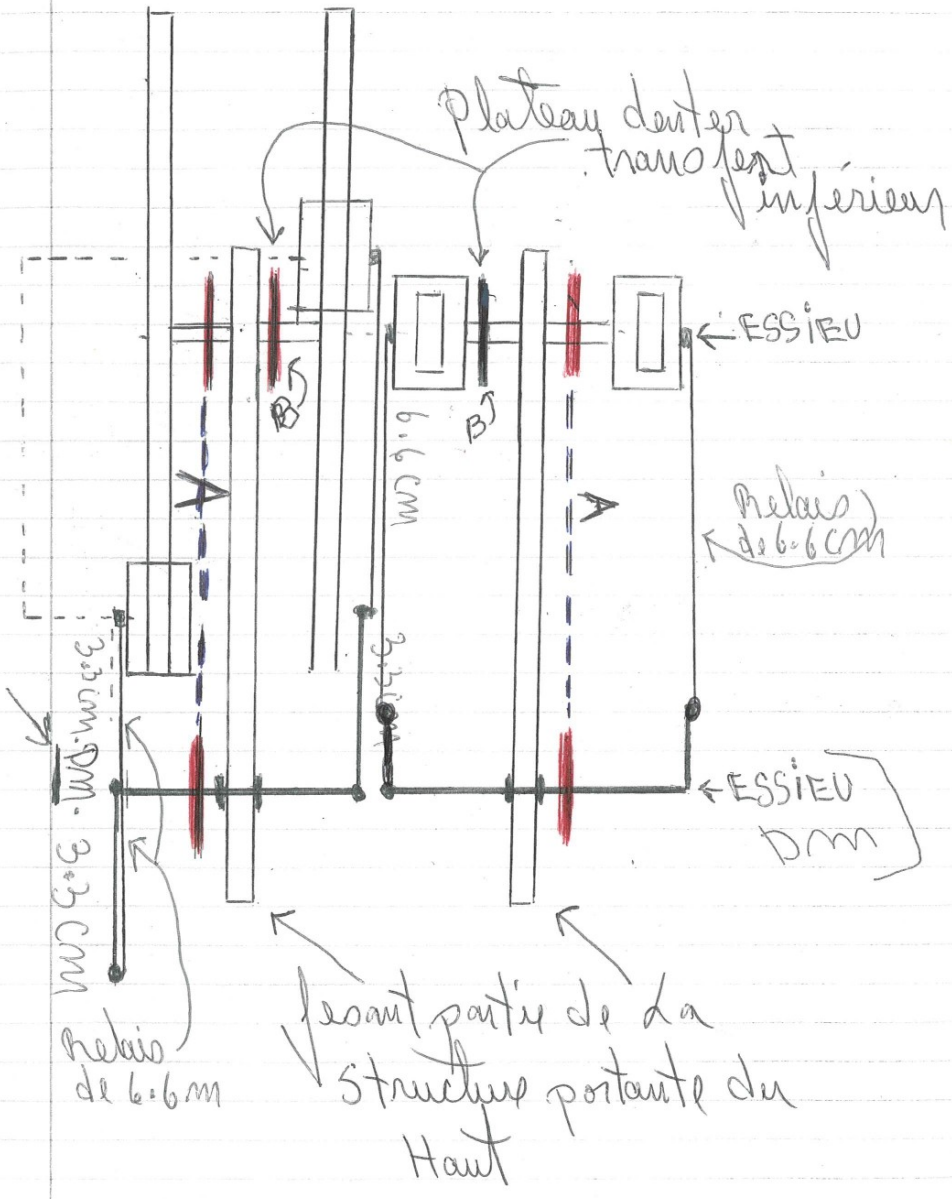
Vue de Front



CHAPTER 10: Front View and Internal Mechanical Architecture (Drawing No. 9)The Revelation of the Internal Mechanics: This chapter provides an essential geometric clarification by changing perspective. Through this front view, we precisely locate everything that does not appear in profile, allowing the reader to discover the internal mechanics and the actual layering of the device.The Arrangement of the Axle and Sprockets: The front view highlights the spatial distribution of components along the main axle. It reveals the alignment of the four toothed sprockets (marked A and B) and the layout of the transmission chains. Thanks to this view, it is also clear how the spatial clearance and movement interference issues have been resolved.

Vue de PLAFond

(10)



CHAPTER 11: Ceiling View and Superior Mechanical Linkages (Drawing No. 10)

The Complementarity of Perspectives: Following the profile and front views, this ceiling view delivers the third dimension required to fully comprehend the system's integration.

It allows the reader to observe precisely what is hidden in the other perspectives and unveils the superior mechanical arrangement.

The Positioning and Transfer of Linkages: The primary purpose of this top-down view is to clearly situate the mechanical relationship and exact interaction between the components.

While we can see that the elements marked A are directly linked together, we discover here that the elements marked B serve specifically to transfer energy toward the lower sprockets, exactly as previously shown in Drawings No. 9 and 7.5.

1

DÉPÔT DE PROPRIÉTÉ INTELLECTUELLE

PROJET : 9RUE CIRCULAIRE BC

LOGIQUE DE TRANSFERT DE CHARGE (VOLET 1)

AUTEUR : BENOIT COLLIN

DATE : BC

LIEU : MONTRÉAL, QUÉBEC

CONFIDENTIEL – ACCORD DE NON-DIVULGATION (NDA) REQUIS POUR TOUTE INFORMATION TECHNIQUE COMPLÉMENTAIRE au Volet no 1 BC

LOGIQUE DE TRANSFERT DE CHARGE (Benoit Collin)

Projet : Outil de levage circulaire / Transfert de masse.

Le Principe : Avantage mécanique obtenu par un décalage géométrique entre l'axe de rotation et le centre de la structure.

La Méthode : Le concept utilise le transfert de charge à l'intérieur de diamètres prédéterminés pour solliciter un couple au noyau central (axe).

L'Évidence : Le principe démontré sur les dessins du Volet 1 établit la validité du transfert. La capacité du système à solliciter l'axe est une conséquence directe du décalage présenté, applicable à toutes les échelles industrielles.

Propriété Intellectuelle : Le mécanisme de maintien de trajectoire qui impose les trajectoires prédéterminées est protégé par NDA.

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ROBERT ASSELIN #202 319
POUR LE QUÉBEC

GÉOMÉTRIE DES COMPOSANTS ET TRAJECTOIRE

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